

# The Hong Kong Telegraph.

(ESTABLISHED 1842)

NEW SERIES No. 6772

四月十二日

TUESDAY, MAY 10TH, 1908.

二月十一日

PER ANNUM  
SINGLE COPY, 10 CENTS

## Banks.

YOKOHAMA SPECIE BANK, LIMITED:		HONGKONG AND SHANGHAI BANKING CORPORATION.
CAPITAL PAID UP .....	Yen 24,000,000	PAID-UP CAPITAL ..... \$15,000,000
RESERVE FUNDS .....	" 15,120,000	RESERVE FUNDS ..... " 15,120,000
Head Office—YOKOHAMA.		SHILLING ..... 1,100,000 at 2/- = \$11,000,000
Branches and Agents.		SILVER ..... \$15,500,000
TOKIO. CHEFOO.		RESERVE LIABILITY OF PROPRIETORS \$15,000,000
KOBE. TIENTSIN.		COURT OF DIRECTORS:
OSAKA. PEKIN.		Hon. Mr. Henry Keswick Chairman,
NAGASAKI. NEWCHWANG.		E. G. Barrett, Esq., Deputy Chairman;
LONDON. DALNY.		E. G. Friesland, Esq.
LYONS. PORT ARTHUR.		R. Shewan, Esq.
NEW YORK. ANTUNG.		Hon. Mr. H. A. W.
SAN FRANCISCO. LIOVANG.		C. S. Gubbay, Esq.
HONOLULU. MUKDEN.		Slade.
BOMBAY. TIE-LING.		C. R. Leckmann, Esq.
SHANGHAI. CHANG-CHUN.		CHIEF MANAGER:
HANKOW. Hongkong—INTEREST ALLOWED.		Hongkong—J. R. M. SMITH.
On Current Account at the rate of 2 per cent. per Annum on the Daily Balance.		MANAGER:
On fixed deposit—		Shanghai—W. Adams Oram.
For 12 months ..... 5% p.a.		LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
" 6 " ..... 5% "		HONGKONG—INTEREST ALLOWED:
For 12 months ..... 5% p.a.		On Current Account at the rate of 2 per cent. per Annum on the daily balance.
" 6 " ..... 5% "		ON FIXED DEPOSITS:
TAKEO TAKAMICHI, Manager.	[23]	For 3 months, 2½ per cent. per annum.
Hongkong, 13th March, 1908.		For 6 months, 3 per cent. per annum.
INTERNATIONAL BANKING CORPORATION.	[24]	For 12 months, 4 per cent. per annum.
CAPITAL PAID UP ..... GOLD \$3,250,000		J. R. M. SMITH,
ABOUT MEX \$7,222,222		Chief Manager.
RESERVE FUND ..... GOLD \$3,250,000		Hongkong, 15th May, 1908.
—ABOUT MEX \$7,222,222		
HEAD OFFICE:		HONGKONG SAVINGS BANK.
60 WALL STREET, NEW YORK.		Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
LONDON OFFICE:		INTEREST on deposits is allowed at 2½ PER CENT. per annum.
THREADNEEDLE HOUSE, E.C.		Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.
LONDON BANKERS:		For the HONGKONG AND SHANGHAI BANKING CORPORATION,
BANK OF ENGLAND.		J. R. M. SMITH,
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.		Chief Manager.
THE CAPITAL AND COUNTIES BANK, LTD.		Hongkong, 12th January, 1907.
BRANCHES AND AGENTS ALL OVER THE WORLD.		
THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account at the rate of 2½ per centum on daily balances and accepts Fixed Deposits at the following rates:—		
For 12 months 4½ per cent. per annum.		
6 " 4 " " "		
3 " 3 " " "		
No. 9, Queen's Road Central, Hongkong.		
W. M. ANDERSON, Manager.		
Hongkong, 24th April, 1908.	[25]	
OSCHE HANDEL.		
WISCHAPPEN! (Netherlands Trading Society.)		
ESTABLISHED 1824.		
PAID-UP CAPITAL FL 45,000,000 (\$3,750,000).		
RESERVE FUND FL 5,378,375 (about \$448,000).		
Head Office—AMSTERDAM.		
Head Agency—BATAVIA.		
BRANCHES:—Singapore, Penang, Shanghai, Rangoon, Samarang, Sourabaya, Cheribon, Tegal, Pekalongan, Pascoeroan, Tjilatap, Padang, Medan (Del), Palembang, Kola Radja (Acheen), Bandermann.		
Correspondents at Macassar, Bandoeng, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c.		
LONDON BANKERS:		
THE UNION OF LONDON AND SMITHS BANK, LIMITED.		
THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and corresponds in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.		
INTEREST ALLOWED.		
On Current Accounts 2½ per centum on daily balances.		
Fixed Deposits: 12 months 4½ per cent. per annum.		
Do. 6 " do. " "		
Do. 3 " 3½ " do. " "		
J. L. VAN HOUTEN, Agent.		
Hongkong, 18th November, 1907.	[26]	

## Hotels.

### HONGKONG HOTEL.

FIRST CLASS, AND UP-TO-DATE.  
Military Band during dinner on Saturday Nights.

A. F. DAVIES,  
Manager.

Hongkong, 21st June, 1907.

### CONNAUGHT HOTEL, HONGKONG.

A FIRST-CLASS EUROPEAN HOTEL  
SITUATED IN THE MAIN STREET NEAR THE BANKS AND PRINCIPAL OFFICES.  
STRICTLY EUROPEAN MANAGEMENT.

Wines and Spirits of the very Best Quality.  
Hot and Cold Water Throughout.  
Hotel Launch Meets all Steamers.  
Special Terms for Tourists and Parties or Families.

FOR TERMS APPLY TO  
THE MANAGER & AGENT.

## Ships.

### PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS
LONDON and ANTWERP VIA SINGAPORE, PENANG and COLOMBO, PORT SAID and MARSEILLES	JAPAN PALERMO MOJI, KOBE & YOKOHAMA SHANGHAI, MOJI, KOBE & NAMUR SHANGHAI	About 20th May About 22nd May About 23rd May About 26th May About 28th May	Freight and Passage. Freight only. Freight and Passage. Freight and Passage. See Special Advertisement.
LONDON, &c., via usual Ports	DELTA	16th May, Noon	or Further Particulars, apply to F. J. ABBOTT, Acting Superintendent.
			Hongkong, 18th May, 1908.

## Intimations.

### LANE, CRAWFORD & CO.

(TELEPHONE 97).

### NEW STOCK OF LADIES' BATHING DRESSES.

### MEN'S SWIMMING COSTUMES AND BATHING SUITS (ONE AND TWO PIECE).

### NEW BATH ROBES.

### CHRISTY'S BATH TOWELS.

LANE, CRAWFORD & CO. [85]

CHAMPAGNES,  
SHERRIES,  
MARSALAS,  
MADRIRAS,  
PORTS,  
CLARETS,  
BURGUNDIES,  
HOCKS & MOSELLES,  
BRANDIES,  
GINES,  
WHISKIES,  
VERMOUTHS,  
BITTERS,  
LIQUEURS,  
ALES, BEERS & STOUTS.

CALDBECK, MACGREGOR & CO.,  
WINE AND SPIRIT MERCHANTS,  
15, Queen's Road Central.

Hongkong, 11th April, 1908.

### CHAMPAGNE.

### G. H. MUMM & CO.

### THE MOST POPULAR WINE.

Can be had in the following qualities:

EXTRA-DRY (Gout-American).

BRUT (Cordon Rouge).

Sales in the United States exceed the total of all other Brands.

Served in all Clubs and First-class Hotels, and obtainable at all Wine Merchants in the Colony, and from Shewan, Toomes & Co., sole agents.

### KOWLOON HOTEL.

BY SPECIAL REQUEST  
OUR  
NEXT MUSICAL DINNER  
will be served on  
SUNDAY  
NEXT, THE 24TH INSTANT, AT 8 P.M.  
RECHERCHE MENU:  
REGIMENTAL BAND IN ATTENDANCE.

## HONGKONG, CANTON, MACAO

AND

## WEST RIVER STEAMERS.

JOINT SERVICE OF  
THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND  
THE CHINA NAVIGATION COMPANY, LTD.

### HONGKONG-CANTON LINE.

S.S. "HONAM" 2,363 Tons, "POWAN" 2,338 Tons, "FATSHAN" 2,360 Tons,  
"KINSHAN" 1,995 Tons, "HEUNGSHAN" 1,998 Tons.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), to P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5.30 P.M. (Sunday excepted). The S.S. "POWAN" will leave Hongkong every Monday, Wednesday and Friday P.M. from the Company's Wing Lok Street Wharf, returning from Canton every Tuesday, Thursday and Saturday, at 5 P.M.

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River.

Special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

### HONGKONG-MACAO LINE.

S.S. "SUI-AN" 1,651 Tons and "SUI-TAI" 1,651 Tons.

Departures from Hongkong to Macao on week days at 8 A.M. from the Company's Wing Lok Street Wharf and at 2 P.M. from the Company's Wharf.

REDUCED SALOON RATES AT WEEK-END.  
Saturday A.M. or P.M. departure, returning Sunday A.M. or P.M. \$1.00  
Do. do. do. Monday do. \$0.50

### JOINT SERVICE OF

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.,  
THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

### CANTON-WUCHOW LINE.

S.S. "SAINAM" 588 Tons, and "NANNING" 588 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

### EXCURSION TO MACAO.

On SUNDAY and MONDAY, the 24th and 25th May, the Company's Steamship "SUI-AN" will depart from the Company's Wing Lok Street Wharf at 9 A.M. Returning from Macao at 5 P.M.

Popular Excursion Rates as usual.

N.B.—The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's Wing Lok Street Wharf. This steamer connects with the returning steamer from Macao.

Further particulars may be obtained at the Office of the

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,  
HOTEL MANSIONS, (FIRST FLOOR),  
opposite the Hongkong Hotel. [6]

## Hotels.

### MACAO HOTEL.

### SPECIAL REDUCED SUMMER RATES.

PER DAY ..... \$ 4.00 to \$ 7.00 according to room selected.

WEEK ..... 25.00 " 40.00 "

MONTH ..... 90.00 " 140.00 "

WEEK-ENDS—SATURDAY AFTERNOON to MONDAY MORNING \$7.00 to \$10.00.

Two Persons occupying One Room, will be charged A Rate and A Half only.

Children under 12—Half Rates.

### SPECIAL TERMS FOR FAMILIES.

Excellent cooking by AH CHEONG for over Seventeen Years Chief Cook with the late Mr. J. W. OSBORNE.

For Terms, &c., apply to the

MANAGER.

PLUNKET'S GAP, the PEAK, near the TEA TERMINUS. Tel. 56.

For Terms, &c., apply to the

MANAGER.

### KAMAKURA KAIHN IN HOTEL,

Straits.

# NORDDEUTSCHER LLOYD,

BREMEN.

## IMPERIAL GERMAN MAIL LINES

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"PRINZ EITEL FRIEDRICH"	WEDNESDAY, Noon, 20th May.
SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA	"PAINT HEINRICH"	WEDNESDAY, 5 A.M., 20th May.
MANILA, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ SIGISMUND"	THURSDAY, 5 P.M., 21st May.
KUDAT and SANDAKAN	"BORNEO"	Middle of May.

For further Particulars, apply to—

## NORDDEUTSCHER LLOYD.

MELCHERS &amp; CO.,

GENERAL AGENTS, HONGKONG &amp; CHINA.

Hongkong, 19th May, 1908.

[18]

## MESSAGERIES MARITIMES.

### FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.  
TO and FROM JAPAN via SHANGHAI.

FOR STEAMERS CAPTAINS : TO SAIL ON  
SHANGHAI, KOBE, YOKOHAMA, TONKI ..... Charbonnel, 25th May, afternoon,  
MARSEILLES, VIA PORTS ..... YARRA ..... Seller, 26th May, 1 P.M.  
SHANGHAI, KOBE, YOKOHAMA, POLYNESIA ..... Broc, 8th June, P.M.  
MARSEILLES, VIA PORTS ..... ERNEST SIMONS ..... Girard, 9th June, at 1 P.M.  
Transhipment on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.  
Through Tickets to London via Paris from £17.10 up to £21.10, 20 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. NALIN,  
ACTING AGENT,

QUEEN'S BUILDINGS.

Hongkong, 12th May, 1908.

[14]

## CHARGEURS RÉUNIS.

FRENCH STEAMSHIP CO.—HEAD OFFICE: PARIS.

ALL ROUND THE WORLD LINE.

Outward: ANTWERP, DUNKIRK, LA PALICE, MARSEILLES, GENOA, NAPLES, COLOMBO, VIA SUEZ, SINGAPORE, HONGKONG, CHIN-WANTAO (Peking, Tientsin), KOBE, YOKOHAMA.  
GENOA to HONGKONG in 30 DAYS.  
NAPLES 29

Unique opportunity to make a tour in North-China and Japan with the Greatest Speed, Safety and Comfort.

Transpacific: VICTORIA (B.C.), VANCOUVER, SEATTLE, SAN FRANCISCO.

Connecting with the Canadian Pacific Railway.

FREIGHT TO OVERLAND PASSENGERS TO OVERLAND AND EUROPE via VANCOUVER.

YOKOHAMA—VANCOUVER.

LONDON and PARIS 25 DAYS.

Homeward: MEXICO, RIVER PLATE, BRAZIL, LA PALICE, LIVERPOOL, VIA MAGELLAN STRAITS.

Proposed Sailings:

* AMIRAL MAGOM ..... 4th June	† MALTE ..... 12th Oct.
* AMIRAL EXELMANS ..... 25th July	† CEYLAN ..... 26th Nov.
* OUESKANT ..... 27th Aug.	† CORSE ..... 11th Jan.

No passengers. \* Intermediate class and rates of passage.

New Twin Screw 16,000 T. displacement, 1st class accommodation, splendidly equipped with single berth cabins. All round the world ticket by these boats.

For further Particulars, apply to

P. NALIN, FRENCH MAIL OFFICE.

Hongkong, 8th May, 1908.

[46]

## WEST RIVER BRITISH STEAMSHIP COMPANIES.

10.

HONG KONG-WUCHOW LINE.

THE Steamers "LINTAN" and "SAN-UI" twice a week and complete the round trip in 4 days. These steamers have excellent Saloon accommodation, and are lighted throughout by THE CLIMATE ON THE WEST RIVER DURING THE WINTER MONTHS IS VERY FINE AND EXHILIRATING.

For further information apply to—

BUTTERFIELD &amp; SWINEY,

WEST RIVER BRITISH STEAMSHIP COMPANIES.

Hongkong, 20th March, 1908.

[19]

## THE YOKOHAMA DOCK CO., LTD.

### NO. 1 DOCK.

Length inside 514 ft. Width of entrance, top 95 ft., bottom 75 ft. Water on blocks, 37.5 ft. Time to pump out, 4 hours.

### NO. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 80.5 ft., bottom 45.8 ft. Water on blocks, 36.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, plates and angles all being tested by Lloyds' surveyors.

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 378, 508, or 681.

Telegrams, "Dock, Yokohama," codes A. B. C. 4th and 5th Edt.

Liebers, Scotts, A. 1, and Watkins.

Yokohama, May 23rd, 1908.

### NOTES ON SINGAPORE.

Before me lies the map of Old Singapore by Moore, "NOTICES FOR THE INDIAN ARCHIPELAGO," published in Singapore in 1837. This map was drawn by J. W. T. Tissin from an actual survey by G. D. Coleman (No. Coleman street) in 1836. The date is probably some years earlier. At one time the coast line was coloured blue, or green, but only traces of the tinting now remain, although faintly visible on the back. The roads are coloured brownish and are well-marked. The scale is about six inches to the mile. The lithographing was done on damp paper and contraction on drying accounts for the slight difference. Sand and mud are stippled in, cross-hatching marks the fields, plantations are indicated, and the half dozen principal buildings are coloured a bright crimson, which has stood the test of three quarters of a century, undimmed. Inscribed over parts of the map we find man-grove marsh, brick kilns, Chinese vegetable gardens, silk gardens, paddy fields, partly cleared for sugar and cotton plantations, gambier and pepper plantations, gambier plantations. The map covers an area of four miles by three only and extends from "Tanjong Passar"—a manifest misprint for Tanjung Pagar—to about half a mile beyond Lavender-street and Balestier-rd, which stops abruptly 400 yards from Seligie-rd, itself then going no further than where the Rumah Misrik station now stands. Outside the area delimited by the map, there is a road running from "Sepoy Lines"—(what is now New Harbour Round-Fort Canning) in an "old road round Government Hill," now "broken up." It wound up Institution Hill, as a pathway meandered round the wilds of Tanjong West, followed the general line of River Valley rd, and passed through gambier plantations "To Bukit Timah." The only roads leaving the limited town-area were Orchard-rd, ending at the Police Station, to the right of which are "gambier and pepper plantations" and "Bukit Timah-rd" (but the part known as Kampong Java road) just past where Newton railway station now stands. Think of it, cyclists, motorists, and carriage folk! The limits of your wanderings limited to the space between Tanjong Pagar, Sepoy Lines (but a track thereafter), Orchard-rd, (and bone of the beautiful side roads), Bukit Timah road (the canal ran down the middle, a sort of towing path on either side); Galang-rd, but not so far as the gas works!

Here are a few of the town features. A real Battery stood at the point of the Singapore river, near where the new bridge is being built, and Battery rd. ran from it to the Square. Bonham st. was then Tavern st. and ran to Boat Quay from the Square, which is significant of dropping round the corner and coming back with lips lightly brushed by the back of the hand. There was only one bridge across the river at the time—joining South and North Bridge-rds. It was, of course, not the iron girder structure that now carries the trams. The bridge across the river at Hill-st. was then "projected." On the other side of the mouth of the river, but much further back than now, about where the Treasury now stands, was the shore limit, and there stood the Police Office. The court-house was where it is now. "English Church" is the Cathedral. The Singapore Institution (Raffles) and the Armenian Church are the two remaining landmarks. In Bras Basah-rd. (which it need hardly be mentioned means "wet paddy road") was a Missionary Chapel, a Roman Catholic Chapel, on the right hand side, where the Brothers School now is. Mount Sophia and "Bukit Selegie"—where the high level reservoir now stands, had each one house upon them; people in those days did not care to live out in the jungle.

"Government Hill" is the name given to Fort Canning. On the south is a square blob marking the flagstaff; on the east the Christian Burying Ground. A track running where the River Valley rd. now runs is marked "old road round Government Hill, now broken up." That busy, dangerous district was covered by Riley Hargreaves, the Municipal Store and Howarth Esskins has marked on it ten huts, two cocoa-nut trees and some swamp. Several branches of the river now difficult to trace lay between Pulau Saigon and "Bukit Larangan" as Fort Canning Hill was called—the forbidden hill, because the Governor liked privacy and forbade natives wandering about the jungle on the hill, plucking the wild durian and gathering gelat.

A few other points may be mentioned. "H. M. Gaol" was where the Central Police Station stands. There were no police courts and the Gaol looked across a marsh unbroken by Newbridge-rd. or buildings of any kind to the thickly wooded Institution Hill. Prinsep st. was named Flint-st. there being no trace of this present Flint-st., although Boat Quay ran down to the latter. Collyer Quay was not, although some projections indicate that there were Flora, but much further inland than now. The sea front at Paterson Simon's ended abruptly and swept round parallel to Malacca-st., seventy yards westward of the present Mercantile Bank. The deep indentation of Teluk Ayer—waterhay: it is as well to remember that these Malay names all meant something originally, from the Long Sand, via Cooking-pot Bay to Glam Village and the Red Lands—shows that the sea ran in, less than 80 years ago, to within a furlong of Southbridge-rd.; at least half a mile inland from Connaught Row and where the Sub-market now stands. As reclamations are, now, again on the tapas, it is interesting to note what buildings of the day stand on land over which the water then flowed. They are Boustead Institute, Fraser and Neave's Works, Warrecks Godowns, Anglo-Chinese Free School, Fish market and all on the Teluk Ayer Reclamation, Malaysia, Green Sandy Point, and Tiong Hu. The Race Course was a wide field and Baldwin Ridge Range were laid Brickkies in Lavender-st. and St. John's Road, when the British Government took over the reclamation. The swampy land was then a great breeding-ground for mosquitoes, and many cases of fever and dysentery were reported.

The successful and highly popular remedy used in "Continental Hospitals" by all the authorities, Roberts, Boustead, etc., is a medicine of the kind, and very effective, to be employed.

**THERAPION NO. 1** is a very short time, often a few days relief, from chills, effectively suspending injections, the use of which does irreparable harm, by laying the foundation of a disease, and by many other ways.

**THERAPION NO. 2** relieves all diseases of the liver, gall-bladder, kidneys, heart, lungs, brain, etc., and removes all diseases of the blood, and all diseases of the heart and veins.

**THERAPION NO. 3** relieves all diseases of the liver, gall-bladder, kidneys, heart, lungs, brain, etc., and removes all diseases of the blood, and all diseases of the heart and veins.

**THERAPION NO. 4** relieves all diseases of the liver, gall-bladder, kidneys, heart, lungs, brain, etc., and removes all diseases of the blood, and all diseases of the heart and veins.

**THERAPION NO. 5** relieves all diseases of the liver, gall-bladder, kidneys, heart, lungs, brain, etc., and removes all diseases of the blood, and all diseases of the heart and veins.

### NOTICE OF DEATH.

### INTERNATIONAL SLEEPING CAR

AND

### EXPRESS TRAINS CO.

(THE

### GREAT TRANS-SIBERIAN ROUTE

TO EUROPE.)

HAVING been appointed AGENTS for the above Company, we shall be pleased to give any information as to rates of passage, &c., in connection with above.

SHEWAN, TOME &amp; CO.

Agents.

Hongkong, 1st July, 1908.

[17]

### Intimation.

### THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.

(CAPITAL PAID UP.....\$1,350,000)

Loans on Mortgage of House Property, &c.  
Goods received on Storage.

Advances made on Merchandise.

Loans made on the Provident System.

(Rates and Particulars on application).

### THE OFFICE OF TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c.

Undertaken and Executed.

SHEWAN, TOME &amp; CO.

General Managers.

Hongkong, 19th March, 1908.

[18]

### COLD STORAGE.

THE HONGKONG ICE COMPANY LTD., have now 40,000 Cubic feet of COLD STORAGE available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

Wm. PARLANGE,

Manager.

Hongkong, 2nd June, 1908.

[19]

### FAIR BREWING COMPANY, MILWAUKEE.

### FRESH SUPPLIES.

ALWAYS KEPT IN STOCK.

SIEMSEN,

Agents.

HONGKONG &amp; SOUTH CHINA.

Hongkong, 20th July, 1908.

[20]

### GREEN ISLAND CEMENT COMPANY, LIMITED.

### PORLTAND CEMENT.

In Casks of 375 lbs. net \$5.50 per Cask ex Factory.

In Bags of 150 lbs. net \$3.85 per Bag ex Factory.

SHEWAN, TOME &amp; CO.

General Managers.

Hongkong, 20th April, 1908.

[21]

### LEE

## Intimation.

AD. G.W.H.C.L.

**POWELL'S  
GENTLEMEN'S  
DEPARTMENT,  
28, QUEEN'S ROAD.**

**NEW  
GOODS**

**LIGHT-WEIGHT  
ZEPHYR  
SHIRTS,**  
\$20 half-dozen.

**THIN  
SINGLETS,**

from \$11.50 dozen.

**LISLE THREAD  
AND  
SILK-PLATED  
SOCKS,**  
Exclusive Designs  
and Colourings.

**THIN CEYLON  
AND  
SILK & WOOL  
PYJAMAS.**

**INDIAN PITH  
HELMETS,**  
from \$4.00 each,  
Good quality.

**A.S.A.  
SWIMMING  
COSTUMES.**

**BATHING  
SUITS,**  
One and two-piece.

**POWELL'S  
28, Queen's Road,  
HONGKONG.**

**To Let.****TO LET.**

**HATHERLEIGH, CONDUIT ROAD.**  
A HOUSE IN RIPPON TERRACE.  
OFFICES IN YORK BUILDING.  
GODOWNS is PRAYA EAST, BLUE  
BUILDINGS, and No. 106, DES VŒUX  
ROAD next to the Hongkong Hotel.  
FLATS in MORETON TERRACE.  
OFFICES on TOP FLOOR, No. 2, CON-  
NAUGHT ROAD, facing the Cricket  
Ground.  
No. 10, DES VŒUX ROAD CENTRAL,  
1st Floor.

Apply to—

**THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LTD.**  
Hongkong, 9th May, 1908.

**TO LET.**

**GODOWN NO. 54, DUDDELL STREET.**  
Apply to—

**THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LTD.**  
Hongkong, 8th May, 1908.

**TO LET.**

**NOS. 4 AND 8, LEIGHTON HILL  
ROAD.**  
Apply to—

**HONGKONG AND KOWLOON  
LAND-AND-LOAN CO., LTD.**  
No. 8, Queen's Road West.  
Hongkong, 30th March, 1908.

**TO LET.**

**A HOUSE in KNUTSFORD TERRACE,  
Kowloon.**  
No. 3, CANTON VILLAS.

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MENT & AGENCY CO., LTD.**  
Hongkong, 1st April, 1908.

**TO LET.**

**N. 16, CAINE ROAD, Six-roomed Dwell-  
ing House, Furnished. Rent moderate.  
HOUSES in AUSTIN AVENUE, Kowloon,  
facing harbour, cheap rental.**

Apply to—  
**A. RAYMOND,**  
C/o S. J. David & Co.  
Hongkong, 15th May, 1908.

**TO LET.**

**STREET, late Hotel Baltimore, rent  
moderate.**  
First Floor of No. 6, QUEEN'S ROAD,  
Central, containing 6 Rooms and Servants'  
Quarter.

**ONE ROOM with Verandah and a SMALL  
ROOM on the Second Floor of No. 8 DES  
VŒUX ROAD CENTRAL, above our office,  
suitable for Business Premises or Dwelling.**

Apply to—  
**DAVID SASSOON & CO., LTD.**  
Hongkong, 6th April, 1908.

**TO LET.**

**OFFICE and ROOMS on the 1st and 2nd  
Floors of No. 14 Des Vœux Road  
Central (formerly occupied by Messrs. Shewan,  
Tomes & Co.)**

Apply to—  
**THE COMPRADORE DEPARTMENT,**  
Jardine, Matheson & Co., Ltd.,  
Connaught Road Central.  
Hongkong, 24th February, 1908.

**Dentistry.**

**Dr. M. H. HAUN  
THE LATEST METHOD  
of the  
AMERICAN SYSTEM OF DENTISTRY  
33, QUEEN'S ROAD CENTRAL,  
From the University of Pennsylvania, U.S.A.  
Hongkong, 1st June, 1908.**

**TSIN TING.**

**LATEST METHODS OF DENTISTRY.**

**STUDIO AT NO. 14, D'AGUILAR STREET.**  
REASONABLE FEES.

Consult me first.  
Hongkong, 1st June, 1908.

**NOTICE.**

**THE Public are hereby informed that no  
change has been made in the Rates of  
Subscription to the Hongkong Telegraph and  
they are warned against paying more than  
Ten Cents (10 cts) per Single Copy.**

**THE MANAGER.**

**Hongkong, 1st May, 1908.**

**Intimation.****NAVY MARQUEES AND BOATS.**

The inquest story of the disaster which overwhelmed the destroyer "Tiger" on the night of the 2nd ult. has been commented upon in the usual sympathetic manner. The vivid account of the tragedy which was given by the officers of the fleet has been read with interest; the heroism of those buried to sudden death has been extolled; the gallantry and fine discipline of the survivors has been eulogised. So far well. We may be quite sure that the crew of the "Tiger" upheld the naval traditions, and it is right that honour should be paid to the brave dead. As a matter of principle it is also right that our officers and men should be encouraged by public praise and sympathy to run the hazards of their profession.

But the widow and young children of the brave dead entombed in the torn bows of the "Tiger" cannot be expected to feel resignation unless they are well assured that the lives of their husbands, lovers, and fathers were actually sacrificed for the good of the country. One would be glad to offer them this solid comfort; but as one who served for a good many years in the navy, I am unable to admit the practical value of such manoeuvres as caused this terrible loss of life. If I am right in this view, public opinion will compel the Admiralty to insist that certain precautions shall be observed which certainly are not observed at present, nor have been during the few years that eight manoeuvres have been practised in our fleet.

**DANGERS OF THE NIGHT.**

The public should understand clearly that manoeuvring in the dark and without showing navigation lights is quite a modern practice, and one by no means general in foreign navies. No expert knowledge is required in order to comprehend the evident risks of this practice. Take, for example, the weather condition of the Isle of Wight on the night of the disaster. There is evidence that neither moon nor stars relieved the exceptional blackness of the night; that the sky was overcast, and that heavy showers fell at intervals. Evidence was given at the inquest that the division of the Home Fleet which was attacked by the "Tiger" and her consort was not working the searchlights. So intense was the darkness that the commander of the "Tiger" was unable to distinguish the cruisers following in the wake of the "Prince George".

Unhappily, we shall never hear the evidence of this capable young officer, nor that of any of his subordinates stationed in the fore part of the destroyer; but it is none the less evident that they did not see any ship of the division except the leading vessel. Had Lieut. Middleton made out the division, he would not have attempted to cut his way between the "Prince George" and the "Berwick". The gap between the vessels was far too short to admit of safe passage, for the division was—as usual—in close order.

**WAR RISKS.**

Our naval service has shown that the crews of the Home Fleet had set out for the express purpose of being attacked by destroyers, and the repulsion of such attacks during night is a necessary exercise.

In time of war, a fleet expecting torpedo attack would in most cases work its searchlights with impunity. This, to be sure, would enable the destroyers to locate the fleet, but that risk would be taken as being a smaller one in the peril of being suddenly and unexpectedly attacked. Except by using the searchlights, a fleet has no chance of locating destroyers. In a narrow channel, or whenever torpedo attack is likely, a fleet would therefore adopt this obvious precaution. But in time of war a valuable fleet of capital ships would assuredly be preceded by light craft, and then the skirmishers would use searchlights, while the heavy ships probably would not.

In either case the boats about to attack would have something to guide them, even on the darkest night. They would not be liable, as on the night of the 2nd inst., to blunder up against a division of cruisers without warning. Surely, it is reasonable to demand that our officers and men—not to mention our costly ships—shall not be exposed to greater risks in peace manoeuvres than they would be required to run in actual war? The obscuration of navigation lights during manoeuvres is, no doubt, necessary, but this practice becomes extremely dangerous unless the searchlights are being worked.

**MORE LIGHT.**

In time of war, every commander of a destroyer or torpedo boat would cheerfully close within pistol shot of a battleship in order to ensure a successful discharge. In peace manoeuvres this should never be permitted, and my point is that it is deliberately encouraged by the Admiralty. There is also evidence that the fleets seldom work their search-lights until the destroyers have commenced their attacks. They should be compelled to work them. Again, attacks delivered in pitch darkness do not teach the officers anything of real value. The battleship suddenly looms up out of the night. The commander of the destroyer sees her at a distance of perhaps 100 yards, being himself still undetected. Instantly he must sheer away to be run down.

But what can that teach him? There is little probability that the conditions will be repeated, and also little likelihood that the young lieutenant commanding the destroyer will still be a lieutenant on the outbreak of war. His attempts to impart realism to these peace manoeuvres are a failure.

Now does the writer stand here? Our country changes her tactics, and she practised in silent battleships and cruisers, and now that the manoeuvres of other kinds, and more difficult navigation lights are dispensed with, we are surely beginning to learn again.

manoeuvring is carried out and accidents have been numerous since the system was commenced. For the most part these collisions have been hushed up; and that they have not been far more frequent reflects great credit upon our officers. Certainly, it would be unfair to punish any captain for running into another battleship in the dark, and apparently this is recognised at the Admiralty. At any rate there have been no court-martial. But we are tempting Providence by these foolish exercises, and sooner or later a Dreadnaught will be rammed and upon her this is recognised.

The accidents and collisions among our torpedo craft grow increasingly frequent. These costly little vessels run into each other and even into stone walls, but their commanders are never tried by court-martial. In effect they are encouraged to hazard these craft and to run all manner of risks which would have been severely punished twenty years ago. The fate of the "Tiger" ought to rouse the public to a sense of these dangers.—Charles Gleig, Lieut. R. N., in "Young Leader."

**Intimations.****A SILLY SAYING.**

"It is a common but silly opinion prevailing among a certain class of people that the worse a remedy tastes smells or hurts, the more efficacious it is." So says a well-known English physician. He further adds: "For example, let us consider cod liver oil. As it is extracted from the fish this oil is so offensive to the taste and smell that almost everybody abhors it, and many cannot use it at all, no matter how badly they need it. Yet cod liver oil is one of the most valuable drugs in the world, and it is the greatest pity that we have not thus far been able to free it from those peculiarities which so seriously interfere with its usefulness." This was written years ago; the work of civilising and redeeming it however has since been triumphantly accomplished; and as a leading ingredient in the remedy called

**WAMPOLE'S PREPARATION.**

the oil retains all its wonderful curative properties with no bad smell or taste whatever. It is "palatable" as honey, and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and Extracts of Malva and Wild Cherry, creating a medicine of unequalled power for the diseases most prevalent and fatal among men, women and children. There is no other remedy to compare with it. It increases the digestive power of the stomach and in Blood Impurities, Weakness, Loss of Flesh, Throat and Lung Troubles, Nervous Dyspepsia, Scrofulous Affections, Thinness and Slow Development in the young, it gives quick and certain relief and cure. Dr. G. C. Shannon, of Canada, says: "I shall continue its use with, I am sure, great advantage to my patients and satisfaction to myself." Has all the virtues of cod liver oil; none of its faults. You may trust it fully; it cannot disappoint or fail. One bottle convinces. Sold by all chemists.

**"OLIVER" TYPEWRITER.**

Will the owner of this Machine kindly communicate with

**VERTEX,**

C/o Hongkong Telegraph,  
Hongkong, 7th May, 1908.

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## Intimations.

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The Editor will not undertake to be responsible for any rejected MS., nor to return any contribution.

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The Hongkong Telegraph

HONGKONG, TUESDAY, MAY 19, 1908.

THE JAPANESE BOYCOTT.

Those who have sought to belittle the strength of the movement originating in Canton for the boycott of Japanese trade, will long before now have learnt the poor conception they had formed of the power of the guilds in China for combination. At its inception the parties most interested as likely to be affected by the agitation sought to characterize it as an attempt of a few mischievous makers which carried with it no force of potential value. But when the organized efforts began to spread from the capital to the furthest city of the Kwangtung province and found so much favour with the Cantonese in Hongkong that Japanese steamship lines began to be seriously affected in their loss of trade and custom, the sceptics began to open their eyes to a realization of the force originally concentrated in Canton, which has since impelled the movement in every quarter of the globe where Cantonese merchants may be found. From Sydney and San Francisco advice has already reached the Self-Government Society in Canton that their propaganda has been taken up in an half-hearted manner by the Chinese resident in those two important commercial centres. And very soon, I suppose, information is to hand

that the boycott has been declared by the Cantonese to become effective throughout the colony and the Federated Malay States on the 3rd June next. The announcement reaches us through the columns of the *Singapore Free Press* which, however, does not regard the movement with favour. It says:—If the Cantonese organisers of the boycott of Japanese goods, which is to begin locally to-morrow (15th inst.), and is to be extended to Penang and the Federated Malay States on the fifth day of the fifth Chinese moon (Wednesday, June 3rd) could make certain of carrying with them all the other Chinese nationalities the extinction of trade in Japanese commodities would amount to a very considerable diminution of the export business of Japan. What that might amount to it is impossible to say. In 1906 the direct imports from Japan into Singapore amounted to a value of \$4,620,127, this itself being a million and a half less than in 1905. The imports from Japan into Penang for the same year, 1906, amounted to \$375,588. In all, the value of direct imports into the Straits from Japan in that year amounted to \$5,745,115. But as local Chinese dealers very largely draw from Hongkong their supplies of goods consumed or used by the Straits Chinese, there must be some considerable proportion of the imports from Hongkong that are commodities of Japanese origin. The total figures for 1906 may be given below:—

Spore imported from Hongkong...	\$21,089,789
China	5,495,166
Penang	9,831,359
China	1,147,991

Contained within these figures of imports into the Straits from Hongkong and other China ports, there must be, particularly from Hongkong, some proportion of Japanese goods, but what that may amount to there is no means of ascertaining. If we were to assume that out of the nearly \$38,000,000 worth of goods from China imported into this Colony in 1906 there might be included a further \$8,000,000 as indirect imports from Japan through Hongkong and other ports in China, that might give a total of \$43,000,000 of trade in Japanese goods.

That would come under the operation of the boycott if that were universal amongst the Straits Chinese. But there is reason to think that only the goods imported by the Cantonese may be affected, and that the Amoy, Swatow, and Foochow merchants in Singapore and Penang will refrain from identifying themselves with the action and motives of the Cantonese. In other words the trade relinquished by the Cantonese will be carried on by the Chinese merchants who are not Cantonese, and who see no reason to follow the course adopted by the Cantonese. That will mean that, assuming the estimate of the Japanese imports to be \$13,000,000—the amount is not of any importance—the Canton-

the distribution of their share of that trade, while the Hokkiens and others will simply extend their orders for Japanese commodities in local demand, and will reap the profits arising from the distribution of the Cantonese share of that particular trade. Before that readjustment of supply comes off there will be a period when the Japanese imports must fall off as a result of the cessation of Cantonese orders. The imports, too, will be diminished by the amount that the Cantonese would take as consumers. But generally, in so mixed a Chinese population as this, it is not to be expected that the Cantonese can do very much more than drop their own trade in the boycotted goods. The boycott at Canton, being universal, was one thing. In the Straits, where the Cantonese are a comparatively small element in the population, the effect, even if universal amongst themselves, will be something very different. But that the Cantonese here are really bent on the boycott there is no doubt at all. One first step taken is that the Chinese newspapers here have been notified that they must exclude all advertisements of Japanese goods, failing which the Cantonese trading community will withdraw all their own advertisements. We have direct evidence that this phase of the boycott is now in operation, and the result of compliance with this direction, in one instance, will be that the Chinese paper affected stands to lose an amount running into at least a couple of thousand dollars. The position seems to be one in which the Cantonese members of the Advisory Board should be called upon to make a statement to the Government, and be required to exert their influence with their fellow countrymen to refrain from a course of action that is indefensible. The general trade of Singapore is not in such a condition that any section of the trading community can be permitted to play pranks with a portion of that trade. And the public will be glad to hear as soon as possible that the Government, the Protectorate and the Advisory Board have done whatever is deemed proper to put an end to the misguided movement that has taken its rise in the political hysteria of Canton.

RETURN OF VISITORS TO THE CITY HALL, LIBRARY AND MUSEUM FOR THE WEEK ENDING THE 17TH MAY, 1908.

Non-Chinese	314
Cantonese	153
Total	467

## LOCAL AND GENERAL.

The native edition of the *Korea Daily News* has been again suspended.

A SPECIAL meeting of the Sanitary Board is summoned for 3 p.m. on Friday, the 22nd inst., for the purpose of considering the amended Public Health and Buildings Bill.

On his return from home leave Mr. W. Wilson has been appointed manager at Kowloon, while Mr. R. Mitchell retains his appointment as acting chief manager of the Hongkong & Whampoa Dock Co., Ltd.

*The Echo of Tonkin* states that the representative of an English firm of shipbuilders is in town at present, having secured an order for two new large cruisers for the revived Chinese Navy, from the central government.

A COOLER, by name Kwok Kwing, was found hiding among the cargo of the steamer *Powtan* early this morning. He was charged at the Police Court, this morning, and fined \$10 for obtaining a passage from Canton without paying his fare.

A TOKIO message of 14th inst. says:—One regiment of the Kusku division arrived at Chemulpo yesterday. Another regiment of the Hokkaido division arrives at Gensan tomorrow. These fresh consignments bring the Japanese troops in Korea up to two divisions.

DURING the absence of Inspector Collet, who left for the Homeland last Saturday on a well-earned holiday, Inspector Robertson, late of Shau-kiwan Police Station, has been assigned to take charge of the Western district. Detective Sergeant Murison, who has lately been appointed to the rank of inspector, is in charge of Shau-ki-wan.

THE semi-official Japanese version of the present position of the Fakamen question is that the latest communication from China merely reiterates her original contention; that Japan has not intimated the withdrawal of her veto; but that she will agree to a branch line to a point on the South Manchuria Railway, provided China abandons her Heilung-fukam scheme.

DISPATCHES from New-York state that Mrs Evelyn Thaw and E. R. Thomas entered the Hotel Knickerbocker grill room on the night of April 1st together to dine and were requested to leave by the proprietor, James Regan. Mrs Thaw says the lady must have been her double who, she says, is causing her much trouble, but newspapermen assert that the lady was certainly the wife of Harry K. Thaw.

ANOTHER Japanese runaway was arrested yesterday afternoon on the arrival of the steamship *Rubi* from Manila. The man—for man he was—was found by the chief officer of the vessel hidden in the tween deck. He was obtained a passage from Manila to Hongkong without paying his fare. The accused pleaded guilty and was sentenced to three months' hard labour.

THE negotiations between China and Japan for the exploitation of the Yalu forests have been concluded. The district extends to the Hun River; the term of the agreement is 25 years with option of renewal. The capital of the undertaking is \$3,000,000, to be shared equally between Chinese and Japanese. The personnel will be Chinese, but the Director-General and the Managing-Directors will be Japanese. The royalty will be five per cent of the net proceeds.

ACCORDING to the Customs returns, the exports from Nagasaki to Hongkong during 1907 were valued at Yen 1,187,302 and in this year at Yen 110,180, as against Yen 36,717 for the corresponding month of 1907. The bulk of the goods exported from this port to Hongkong consists of marine products and is shipped by Chinese merchants. The boycott of Japanese goods in South China has completely stopped this trade and the local Chinese merchants are consequently transacting practically no business.—*Nagasaki Press*.

It is reported from reliable sources that Viceroy Hsu Shih-chang has submitted to the Throne a memorial in which he asks to be received in special audience in order that he may report personally to their Majesties important matters relating to the government of the Three Eastern Provinces. At the same time His Excellency has recommended Chief Commissioner Tao Te-chui, of the Bureau of Foreign Affairs at Mukden, to the Throne for the post of Acting Governor of Fengtien to take the place of H. E. Tang Shao-yi while he remains in Peking.

THE American *Messenger* of April states that the Jesuits will soon open a Catholic University in Japan. The work of preparing the foundation has been entrusted to three Fathers: the Rev. James Rockliffe, an American, who so far has been engaged in Buffalo, the Rev. Joseph Dahlmann, who comes from Luxembourg, and is widely known as a linguistic scholar and a writer on Buddhism; and the Rev. Louis Boucher, late Rector of Zu-ka-wei. The University will be located in Tokyo and has the full approval of the Emperor and the Government.

At the auction sale of Race ponies held at the Shanghai Horse Bazaar on Tuesday (12th inst.), Famalina, the winner of the Derby, was sold for \$1,250. Other prices realised were:—Seaford, \$105; Timony, \$100; St. Olaf, \$55; Blue Danube, \$55; Island, \$50; Friendly, \$60; Sir Cavalier, \$10; Pincher, \$10; Khan, \$10; Shanty, \$10; Daffodil, \$5; John White, \$5; No Trumps, \$5; Cloud, \$5; Jock Pyne, \$5; Jind, \$10; Monks, \$5; Notary, \$5; Cribbage, \$5; Calypso, \$5; \$1, \$1; Henry, \$1; Mcleod, \$10; Kingfisher, \$5; Siccarow, Chief, \$10; Kingfisher, \$10; and Mississauga, Chief, \$10.

## MAN IN A SCHOOL HOUSE.

TWO WOMEN AND A CHILD BURNED.

NARROW ESCAPE OF OTHERS.

No little excitement was caused at Yau-mati yesterday afternoon by a fire which broke out at 11, Station Street, Mongkok. The building, we are given to understand, is owned by a Chinese merchant, who resides in Hongkong. The ground floor is occupied by a grocer, the second floor as a school house, and the top storey as residential quarters.

This fire broke out in the second door and when the brigade from Yau-mati Police Station arrived, under charge of Inspector McHardy, dense smoke was issuing from the building, but little flame was to be seen. The firemen made a strong fight to keep the flames confined to that floor. After a very hard struggle, in which many risks were run, they were successful in subduing the outbreak.

The premises were then inspected, and two women and a child were found in a bed, severely burnt about the body. They were immediately dispatched to the Government Civil Hospital for treatment.

When the fire was first discovered, about twenty school children were in the room at the time. When the alarm "Fire" was raised they all made a start for the stairs leaving everything behind them. They poured out into the street as fast as their little legs would carry them and it is fortunate to relate none were injured in the rush.

The fire was caused by a woman upsetting a lighted kerosene lamp, which set fire to a bed-curtain. Lying asleep in the bed at the time were two women and a child, but before they could be aroused their clothes were set alight, with the result that they were severely burnt. It is not believed, however, that their injuries will terminate fatally. The fire ate its way to the ceiling, but by this time the brigade had arrived and in the next few minutes the blaze, which would, perhaps, have ended seriously with delay, was subdued.

The building was not insured, and the damage done is estimated at about \$50.

## FATALITY AT SHAU-KI-WAN.

PAINTER KILLED BY FALLING THROUGH A GLASS ROOF.

A most unfortunate accident befell a Chinese workman at Quarry Bay yesterday.

The man, a painter by trade, about twenty years of age, was, at about one o'clock yesterday afternoon, engaged in attending to his duties on the roof of the saw-mills, in the Shipyard, the roof of which, we are given to understand, is made of glass. While thus employed, the police say, the part on which he was standing gave way under his weight, and the painter was precipitated to the bottom—a distance of some forty feet. He landed on his head. Death was instantaneous.

Inspector Murison, of Shau-ki-wan Police Station, was called to the scene, and he had the painter's corpse removed to the mortuary.

## CHINESE DOMESTIC.

## THEIR DETERIORATION.

Turning to matters of interest nearer home than the outlook in Hongkong, we should invite the attention of our readers for a moment to the following shrewd observation by Colonel Bruce, the respected Captain Superintendent of Police, in his report to the Council on the Police Department, as published in the Municipal Minutes yesterday, writes the *Shanghai Times* editorially on 15th inst. "It is necessary to point out that there is now in Shanghai a class of servant who has not the good-will of his employers at heart as was, and in many cases still is, the case with the older class of servants; nor has he the sterling honesty of the old servant class."

The deterioration of the Chinese domestic servant in Shanghai is a recent phenomenon which every foreign householder in the city will probably confirm. It can be ascribed to several causes, chief among which we would suggest, is the fact that foreigners in Shanghai are not by any means as well off in this present year of grace as they were in those halcyon days to which Colonel Bruce so reluctantly refers. They are not able to pay the high wages now demanded by really good class Chinese domestics, whose compensation is to be doubled or trebled what they were about five-and-twenty years ago. Rice to day ranges somewhere about \$8 per picul, compared with the \$3 or \$4 of the eighties and early nineties; and prices of all other items of food, clothing, house-rent, and so on, have increased in about the same proportion during the period in question. The Chinese, consequently, are obliged to demand higher wages from their foreign employers, which the latter, also experiencing increased cost of living and owing augmented competition, are unable to pay. They are thus compelled to accept such service as they can obtain and look for it among the Chinese community a good deal lower in the social scale than those from which the Settlement domestics were formerly procurable. Then again, the humbler orders of Chinese have ceased pretty generally to regard the foreigner at the port with the same degree of respect that they formerly entertained for him. Foreign methods and conditions have lost their novelty, have ceased to impress the Chinese mind with their superiority. The Chinese have discovered that the standards of civic life attainment, for instance, are within their own reach if they care to strive for them; and in fact, there are many other causes to account for this regrettable change to which Colonel Bruce has directed public attention which, it may be instructive and advantageous to investigate in greater detail on these days. For the moment, however, let me suffice to recommend our readers to the appeal to China to furnish Korea with the best possible advice in order to enable

## SUSPECTED LADY.

HAWKER ACCUSED OF STEALING A WATCH FROM A LADY AT THE PEAK.

The story of how a lady at the Peak lost a gold watch, which she valued at £5, was related to Mr. J. H. Kemp in the Police Court, this forenoon.

The complainant was Miss Hall, of the Peak Hotel, and the defendant Wong Sian Hing, a hawker, residing at 309, Queen's Road West.

In effect, the evidence was that, at about half-past ten o'clock yesterday morning the defendant, carrying a tin box containing some Swatow drawn work, approached the complainant, who was seated in the veranda of the hotel, and offered her some of his fancy work for sale. Complainant had her gold watch in her lap at the time, and proceeded to examine the drawn work. Soon after the defendant had departed she discovered that the watch was missing. Sergeant Floyd, of Mount Cough Police Station, was promptly notified.

A Chinese detective deposed that, acting on instructions received, he proceeded to investigate the matter. He met the defendant seated at the Peak Tramway terminus at about half-past ten o'clock last night. He found the missing watch, and placed the defendant in custody.

The Court—What were you doing from half-past ten o'clock in the morning to eight o'clock at night?

Witness—No.

Continuing, the witness stated that after searching the pawnshop he paid a visit to the defendant's house. He found the tin box at the head of his bed, and on searching it found the watch wrapped up in a fancy table cloth, at the bottom of the box.

The Court—But how came the watch to be wrapped up in the way the policeman found it?

Defendant—I don't know. I never knew the watch was in my box.

The Court (to the complainant)—I understand you do not want to press this charge?

Complainant replied "No." She did not know whether it was her fault or not.

The case was remanded till to-morrow morning to allow the defendant to produce witnesses.

## THE OUTPUT OF JAPANESE SPINNING MILLS.

According to a statement in the *Japan Times*, the total output of the spinning mills throughout Japan, including 21,738 bales of light wool, 15,889 left 20 bands and 39,324 of other yarns, comparison with the figures for the previous month shows a decrease of 3,873 bales, and with the corresponding period of last year a decrease of 9

## THE JAPANESE BOYCOTT.

## SERIOUS ALLEGATION AGAINST HONGKONG FIRM.

The *Jiji Shimpō* publishes a long telegraphic message from Osaka which purports to be the report of a Japanese cotton-mill owner who has just returned from China. The owner alleges that the boycott has its origin in the machinations of Messrs Jardine, Matheson & Co., Ltd., whom he describes as a German firm "profoundly interested alike in the work of sugar refining. Finding its sphere gravely invaded by Japanese products, this firm took advantage of the *Taku Maru* incident to foment an agitation against Japanese goods. It put up a sum of £150,000 for campaign expenses, and dispatched a number of emissaries to the provinces to prove the doctrine of Chinese goods for the Chinese. Thereby it has cleverly avoided indicating any specific goods. They adopted the broad dictum, 'Chinese subjects should confine themselves to using only articles manufactured in China provided that such were to be obtained.' It is amazing to find a paper of this hue giving utterance to this felonious nonsense."

## THE MOVEMENT IN SINGAPORE.

In the course of a leading article, on 13th inst., the *Singapore Free Press* says:—  
"So far only eddies and rumours of the boycott appear to have reached the Chinese in the Straits. But our information is that the Cantonese in Singapore have been taking private action to introduce the Japanese boycott into this Colony. It is understood that circulars have been passed round amongst the Cantonese dealers calling for action in sympathy with that taken at Canton. There has been a certain proportion of refusals to endorse the circulars, but whether the persons who do not wish to stand in with the boycott will be strong enough to hold out against the 'peaceful persuasion' of Cantonese picketing remains to be seen. The decision is to begin the boycott in Singapore on Friday, the 15th, when all buying and selling of Japanese goods will be stopped by those accepting the injunctions of the private circular. 'If,' as we understand it is put, 'the Japanese Government does not apologise,' the Singapore boycott of Japanese commerce is to become general on the fifth day of the fifth Chinese moon, that is to say, on June 3rd. That boycott is to be declared on that date in Penang and throughout the Federated Malay States, so far as the Cantonese are concerned. How far, if at all, such other traders as the Hakkas and so on will co-operate is not known. Even in the Straits there is a very large use of Japanese production. There is a large range of tinned fish foodstuffs, there are many brands of Japanese matches, there are silks, embroideries, clothing decorations, paintings, screens, fans, umbrellas, and many other articles. One interesting question creeps up as to the Japanese *rikishas* of which many thousands are on the Singapore streets. That is a matter under Cantonese discussion. But it is just as well to say once for all that any attempt to bring out Cantonese pullers, or Chinese *rikisha* coolies generally, in a quarrel with the Straits as a British Colony has no concern, except to consider it as sheer folly, would be pretty sure to entail upon any promoters of a strike, which would be nothing but a political conspiracy, the almost certain risk of deportation. We have already shown that in unbiased opinion the Cantonese people and their Viceroy are wrong, and the Peking Government is right, over the settlement of the *Taku Maru* difficulty. If the Straits Cantonese conspire to adopt a course that not only annoys a friendly Government, but is a reflection upon the Government at Peking, they must not be surprised if they find their conspiracy, which in its simple aspect is no more than an agreement to trade preferentially with all nations save one, will be judged by the unmistakable intention to penalise a nation with which the British Government is not only on good terms but for certain purposes is on the footing of an ally. We would advise the Cantonese who are credited with running the arrangements for a general boycott to reconsider their action. In the first place, being reasonable, wrong and stupid, it is the disapproval of the Government of China. In the second place, as it must to some extent affect the interests of the public peace-holders being calculated to offend a friendly and allied nation, it must be looked upon by the Straits and Federated Malay State Governments as offensive, and as such, liable to an appropriate penalty."

## CANTON DAY BY DAY.

## THE YUNNAN RISING.

[From Our Own Correspondent.]

Canton, 15th May.  
A Peking telegram states that the Central Government proposes to appoint H. E. Sham Chun Hsun, ex-Viceroy of Canton, to be Commander-in-Chief to proceed to the province of Yunnan to quell the rebellion there.

## THE YUMCHOW COMMAND.

The Commander-in-Chief, Chuan Piog Chik, has been for several months past in the prefecture of Yumchow in connection with the suppression of the recent rising there; though he had, in several engagements, gained victory over the insurgents, the rioters were still able to collect together and to attack the Imperial troops with great vigour. The Canton Viceroy, H. E. Chang Jen Chun, has reported to Peking with full particulars as to the conditions obtaining in the prefecture, over which trouble the Central Government has shown considerable anxiety. H. E. Chang is at present of the opinion to change the present Commander-in-Chief Chuan, and to place Admiral Li Chup as leader of the troops in Yumchow.

## FATAL FIRE.

With reference to the fire of the 16th instant, it is learnt that four persons—one woman and three children—were burnt to death in the accident.

THE WILDFIRE AT JICHUO.

There was a fire on 15th inst. of the press

which widely spread, and

## RECALCIANT LASCARS.

## SENT TO PRISON FOR WILLFUL DISOBEDIENCE.

In the Marine Court, this morning, Captain A. W. Simpson, of the steamer *C. M. Miller*, prosecuted four of his seamen, all Lascars, for continued wilful disobedience to his lawful commands since the 18th inst., in this harbour.

The prosecutor stated that, on the 18th inst., three of the defendants came to him and asked to be advanced some money to be sent home. One of the defendants—the third man—did not ask. He had already advanced to the crew sums ranging from \$3 to \$40, and could, not see his way to advance any more. The defendants then asked to go ashore on Monday instead of Sunday, in order that they might go to the Post Office. He gave them leave, which expired at 6 o'clock on the evening of the 18th inst., but the defendants never returned to the ship. While attending to his duties at the Harbour Office, this morning, the Captain stated, he met the defendants seated outside the building. He ordered them to go aboard, but they refused, the men replying that they would sooner jump overboard, or "die in Hongkong" rather than return to the ship. The Captain considered that these four defendants were the ring-leaders of the crew. He had had no trouble before this, except when he was in New York. There, the crew had written to the Shipping-master complaining that the witness had not given them sufficient clothing for the cold weather. This was in December last. The entry in the log-book was here produced, showing that the complaint was unfounded. On leaving New York, the *C. M. Macmillan* sailed for St. V. C. W., thence to Australian ports. While in Australia the crew was granted leave in Melbourne in March and in Brisbane in April, at each port the master advancing them various sums of money. There were no complaints, the witness concluded, from any of the crew at either of these ports.

TERMS.—As usual.

Hongkong, 19th May, 1908. (517)

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Captain P. Grossi, will leave for the above places on MORROW, the 20th instant, at 5 A.M.  
For further particulars, apply to  
NORDDEUTSCHER Lloyd,  
MELCHERS & Co.,  
Agents.

Hongkong, 19th May, 1908. (426)

"SHIRE" LINE OF STEAMERS, LTD.

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"DENBIGHSHIRE"

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MORROW, the 20th instant, at 4 P.M.

For Freight or Passage, apply to

SHEWAN, TOMES & Co.,  
Agents.

Hongkong, 19th May, 1908. (426)

"TENDERS FOR COMMENT."

HONGKONG'S LOWEST BID.

Messrs. William H. Anderson and Company, of Manila, were the lowest bidders for 36,000 bags of cement at the Bureau of Supply on the 12th inst. The bids were as follows:

William H. Anderson and Company, Green Island, P5.75 per barrel; Peabody and Company, Atlas, P5.15 and 5.45; and Macdonald and Company, Pyramid, P5.10.

Hongkong, 19th May, 1908. (426)

"THE HANKOW STORM."

HEAVY DEATH-ROLL.

According to native telegrams received from Hankow and Wuchang the total number of Chinese junks and other boats wrecked during the recent typhoon at Hankow on the afternoon of the 23rd inst. was about 500, while the actual number of deaths was probably 1,000; and something like 200 bodies have already been recovered since that day.

The total amount of damage was estimated to be about Tls. 5,000,000.

The employees of the various charitable institutions at Hankow are still engaged in searching for dead bodies in that part of the Yangtze river.

During the height of the typhoon, two Chinese, who were walking on the British Bund, were blown into the river and drowned.

*China Critic.*

Hongkong, 19th May, 1908. (426)

"MANILA CATTLE TRADE."

PROHIBITION OF CHINA CATTLE.

Baguio, 8th May.

The cattle importers of Manila are making an effort to have circular No. 9 of the Bureau of Agriculture revoked, or in case of failing, to have it suspended for a period of three months. A. E. Dumas, R. Coriano, and T. del Rio, a committee representing the cattle dealers and importers of the Philippines, arrived here to-day. The committee waited on the Governor-General this afternoon and presented the claims of the cattle importers. The Governor-General made no decision to the master but informed the committee that he desired to take the matter up with the Secretary of the Interior prior to making a decision as to the legality of the circular in question, or its general bearing on the cattle question.

Circular No. 9 of the Bureau of Agriculture provides that, after June 1, no cattle from the China coast will be admitted to the Philippines on account of the foot and mouth disease prevalent in that section, and which is now obtaining a hold in the provinces.

The cattle importers believe that enforcement of the circular will be unfair and work injustice to them as they claim they have many thousand dollars invested in stock along the China coast that cannot be imported into Manila prior to that time, but which were purchased with a view to importing them.

Just when the conference will be held between the Governor-General and the Secretary of the Interior is not known, but the committee will remain here until Sunday evening to have of receiving a favourable reply and will leave in time to reach Manila on the Monday morning train.—*Manila Times*.

EXTENSION OF TIME GRANTED.

Manila, 15th May.

The committee of three representing the cattle dealers and importers of Manila, which went to Baguio to protest against General Order No. 9 of the Bureau of Agriculture, prohibiting the admission of cattle from the China coast after June 1, has scored a partial victory. The members of the committee asked that the order either be revoked, or suspended for three months, which latter would postpone its becoming effective until September 1. The request for suspension has been granted by the Governor-General after consultation with the Secretary of the Interior.

The cattle importers claim that they now have several hundred thousand dollars invested

in cattle along the China coast which cannot

be imported until after June 1, and that the enforcement of the order would mean ruin to them. The order was dictated as a result of the introduction here of the foot and mouth disease, now raging in China, with a recent shipment of cattle from that place.

It is understood that Dr. Nelson, Director of Agriculture, issued the order without first consulting Commissioners Worcester and Henry Newbold, for permission to renew the publican's licence on premises under the sign of "The Belle View Hotel"; the second from Carl Ludwig Wilhelm Seeger for the transfer to him from Eugene Whistler of the publican's licence on premises under the sign of "The German Tavern"; and the third from Joseph Henry Newbold for permission to renew the publican's licence on premises under the sign of "The Old Grill Room". The premises known as "The Old Grill Room" were situated on the ground floor of the Grand Hotel, and were used as police offices.

It is believed that from 60 to 90 per cent. of the publicans could be almost immediately prevented by the promulgation of the order, for there is no doubt that neither Worcester nor Henry Newbold would likely adopt it at once if they had the

knowledge of the medical profession.

SORE THROATS THE RESULT.

The hope was expressed that Prof. Thompson's paper would be carefully considered and its lessons acted upon. To do this surely we should be justified in advocating that windows ought not to be kept open on cold and damp nights, in the sleeping rooms of children at least.

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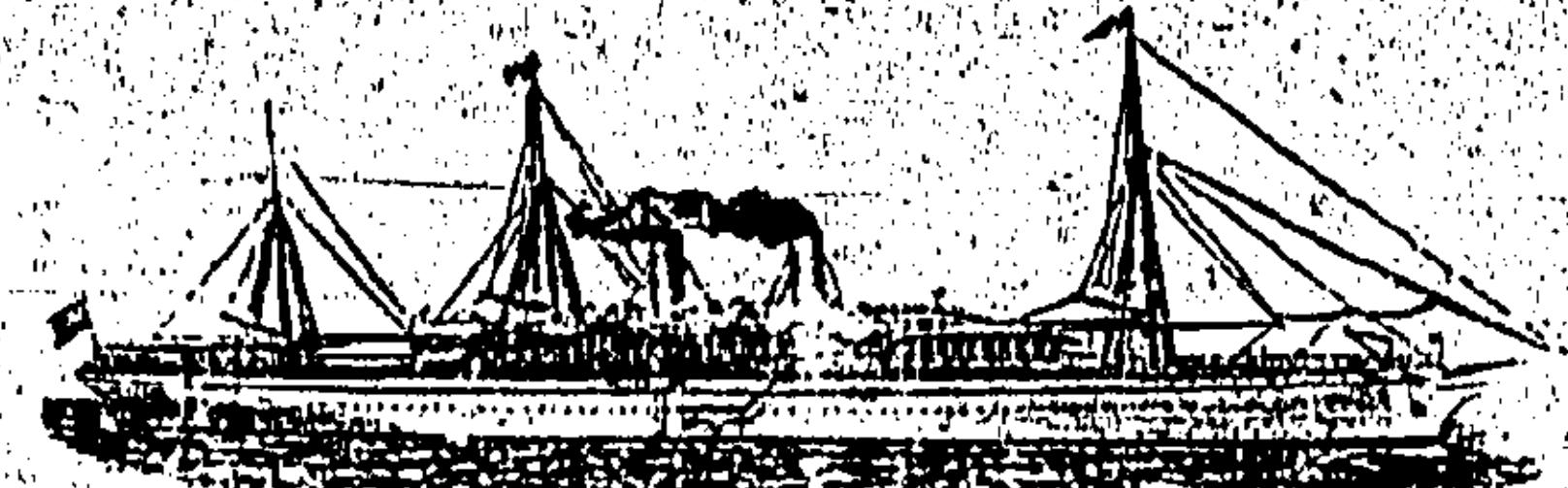
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"EMPERESS OF CHINA"	8,000	THURSDAY, June 1st	JUNE 22nd
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"LENNOX"	3,700	THURSDAY, June 18th	JULY 17th
"EMPERESS OF JAPAN"	6,000	SATURDAY, July 4th	JULY 25th
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MANILA	LOOV SANG	FRIDAY, 22nd May, 4 P.M.
TIENTSIN	CHEONGSHING	SATURDAY, 23rd May, Noon.
SHANGHAI, YOKOHAMA, KOBE	FOOKSANG	WED'DAY, 27th May, Noon.
& MOJI	YUEVSANG	FRIDAY, 29th May, 4 P.M.
MANILA	YUEVSANG	SATURDAY, 30th May, 3 P.M.
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Telephone No. 61.

Hongkong, 19th May, 1908.

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CEBU & ILOILO	"SUNGKUANG"	21st May, 9 A.M.
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HOIHOW & HAIPHONG	"SINGAN"	27th " Daylight
CEBU & ILOILO	"KAIKONG"	27th " 4 P.M.
MANILA, ZAMBOANGA, THURSDAY		
IS., COOKTOWN, CAIRNS, TOWN-SVILLE, BRISBANE, SYDNEY, HOBART, LAUNCESTON, NEW ZEALAND, MELBOURNE, ADELAIDE, PERTH, & FREMANTLE	TAIYUAN	28th "

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Hongkong, 19th May, 1908.

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Hongkong, 19th May, 1908.

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Java—Bank T.T.	1,064	Per Prince Heinrich, for Hongkong from Southampton—Miss M. Beaumont, and Mrs. Crear, From Genoa—Messrs. J. Blum, W. Haiberg, Miss Paul Thomas, Messrs. Georg Lochmeyer, Carl Fiderer, Miss Hannah Blechschmidt, Miss M. Lindner, W. Schimmelechmidt and V. Gonella, From Penang—Mr. Joong King Wo, Mr. Mrs. and Miss Gunn, Messrs. Ng Toop, Hua Choon and Cheng Mong Lee, From Singapore—Messrs. Lin Ah Poh, Kwok Yung Loo, P. A. von de Stadi, Kwok Liang Pao, Mr. and Mrs. Nichols, J. Cockham, Misses W. Boyd, Fanny Gilbert, Easter Gilbert, Messrs. Jan Fu Ping, Lou Sul Lung, Wong Siu Nam, Jan Chuk Ping and J. Oakley.
Bar Silver	248	Per Prince Heinrich, for Hongkong from Southampton—Miss M. Beaumont, and Mrs. Crear, From Genoa—Messrs. J. Blum, W. Haiberg, Miss Paul Thomas, Messrs. Georg Lochmeyer, Carl Fiderer, Miss Hannah Blechschmidt, Miss M. Lindner, W. Schimmelechmidt and V. Gonella, From Penang—Mr. Joong King Wo, Mr. Mrs. and Miss Gunn, Messrs. Ng Toop, Hua Choon and Cheng Mong Lee, From Singapore—Messrs. Lin Ah Poh, Kwok Yung Loo, P. A. von de Stadi, Kwok Liang Pao, Mr. and Mrs. Nichols, J. Cockham, Misses W. Boyd, Fanny Gilbert, Easter Gilbert, Messrs. Jan Fu Ping, Lou Sul Lung, Wong Siu Nam, Jan Chuk Ping and J. Oakley.
Bank of England rate	3%	Per Prince Heinrich, for Hongkong from Southampton—Miss M. Beaumont, and Mrs. Crear, From Genoa—Messrs. J. Blum, W. Haiberg, Miss Paul Thomas, Messrs. Georg Lochmeyer, Carl Fiderer, Miss Hannah Blechschmidt, Miss M. Lindner, W. Schimmelechmidt and V. Gonella, From Penang—Mr. Joong King Wo, Mr. Mrs. and Miss Gunn, Messrs. Ng Toop, Hua Choon and Cheng Mong Lee, From Singapore—Messrs. Lin Ah Poh, Kwok Yung Loo, P. A. von de Stadi, Kwok Liang Pao, Mr. and Mrs. Nichols, J. Cockham, Misses W. Boyd, Fanny Gilbert, Easter Gilbert, Messrs. Jan Fu Ping, Lou Sul Lung, Wong Siu Nam, Jan Chuk Ping and J. Oakley.
Sovereign	511.22	Per Prince Heinrich, for Hongkong from Southampton—Miss M. Beaumont, and Mrs. Crear, From Genoa—Messrs. J. Blum, W. Haiberg, Miss Paul Thomas, Messrs. Georg Lochmeyer, Carl Fiderer, Miss Hannah Blechschmidt, Miss M. Lindner, W. Schimmelechmidt and V. Gonella, From Penang—Mr. Joong King Wo, Mr. Mrs. and Miss Gunn, Messrs. Ng Toop, Hua Choon and Cheng Mong Lee, From Singapore—Messrs. Lin Ah Poh, Kwok Yung Loo, P. A. von de Stadi, Kwok Liang Pao, Mr. and Mrs. Nichols, J. Cockham, Misses W. Boyd, Fanny Gilbert, Easter Gilbert, Messrs. Jan Fu Ping, Lou Sul Lung, Wong Siu Nam, Jan Chuk Ping and J. Oakley.

## SHIPPING AND MAIL.

MAIL DUE.

Indian (Lightning) 21st inst.

Indian (Fookang) 25th inst.

Indian (Latsang) 1st prox.

The H. A. L. s.s. *Seneca* left Shanghai on 18th inst., and may be expected here on 21st inst.The Java-China-Japan Lijn s.s. *Tjilatjap* left Macassar for this port on 15th inst., and may be expected here on 23rd inst.The I. C. S. N. Co.'s s.s. *Latsang* left Calcutta for this port via the Strait on 15th inst., and may be expected here on 1st prox.

## THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:

On the 19th at 11.55 a.m.—The depression, lying over N.E. Japan yesterday, has moved into the Pacific.

The barometer has risen quickly in Japan while it is inclined to fall on the E. coast of China.

Pressure remains low over N. China. It is highest over the Pacific to the S. of Japan.

Light or moderate variable winds may be expected in the Formosa Channel, and the N. part of the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.15 inches.

## FORECAST.

1.—Hongkong and Neighbourhood, Variable winds, light or moderate; showery.

2.—Formosa Channel, same as No. 1.

3.—South coast of China between Hongkong and Lamock, same as No. 1.

4.—South coast of China between Hongkong and Hainan, same as No. 1.

## Shipping.

## Arrivals.

Prins Heinrich, Ger. s.s. 6,263 P. Griesch, 18th May.—Bremen 2nd April, and Singapore 14th May, Mails and Gen. M. &amp; Co.

Prins Eltel-Friedrich, Ger. s.s. 5,001 P. Malchow, 18th May.—Yokohama 1st May, Mails and Gen. M. &amp; Co.

Loongsang, Br. s.s. 1,010 S. J. Payne, 18th May.—Manila 15th May, Gen.—J. M. &amp; Co.

Chattanooga, Am. cruiser, 3,100 F. M. S. Coss, 18th May.—Manila P.I. 1st May.

Launceston, Br. s.s. 1,004 J. Riley, 18th May.—Hankow 12th May, Gen.—B. &amp; S.

Rubis, Br. s.s. 1,611 R. W. Almond, 18th May.—Manila 16th May, Gen.—S. T. &amp; Co.

Cardiganshire, Br. s.s. 2,689 W. O. Tyers, 18th May.—Singapore 12th May, Gen.—S. T. &amp; Co.

S. T. &amp; Co.

Germania, Ger. s.s. 751 H. Flügel, 18th May.—Sydney 10th Apr., Corpa. S. &amp; Co.

Hado, Fr. s.s. 742 J. Pansier, 18th May.—Haiphong and Hanoi 17th May, Gen.—A. R. M.

Alcibiades, Br. s.s. 4,275 G. W. Parkinson, 18th May.—Yokohama 3rd May, and Shanghai 15th May, Gen.—B. &amp; S.

Derwent, Br. s.s. 1,567 J. Jenkins, 19th May.—Saigon 15th May, Rice—Man Fat &amp; Co.

Japan, Br. s.s. 4,310 C. T. Denby, 19th May.—Yokohama 6th May, Gen.—P. &amp; O. S. N. Co.

## Clearances at the Harbour Office.

Walshing, for Shanghai.

Levites, for Saigon.

Bramar, for Shanghai.

Prince Eltel-Friedrich, for Singapore.

Shinkoku Maru, for Saigon.

Sotku Maru, for Swatow.

Andalusia, for Shanghai.

Sunbeam, for Cebu.

Teas, for Manila.

Aclima, for Singapore.

Orion, for Moji.

Tintam, for Bangkok.

## Departures

May 19.

Hoiman, for Swatow.

Typhoon, for Hoichow.

Mathilde, for Haiphong.

Helene Rickmer, for Bangkok.

Achilles, for London.

Shikoku Maru, for Saigon.

Trishaw, for Bangkok.

Hengchow, for Canton.

Yochow, for Canton.

Grievous Agony, for Calcutta.

Coral Sea, for Manila.

Takao, for Manila.

Vadon, for Manila.

Vedette, for Manila.

Vadon, for Manila.

Vedette, for Manila.

Vedette

## SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOOIE &amp; Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT RESERVE.	"AT WORKING ACCOUNT."	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT, BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
<b>BANKS.</b>								
Hongkong & Shanghai Banking Corporation	12,000	\$125	\$125	{ £1,500,000 \$13,500,000 \$210,000 }	\$2,000,387	Final of £2 on old and £1.10/- on new shares for 4 years ending 31.12.07 .....	51%	\$700 ss. add b. London, \$74. ro.
National Bank of China, Limited	1,025	£7	£6	{ £12,735 \$100,000 }	..	..	..	..
<b>MARINE INSURANCES.</b>								
Canton Insurance Office, Limited	1,000	\$120	\$10	{ £1,600,000 \$120,000 \$210,000 }	none	\$20 for 1906 .....	81%	\$235 sellers
North China Insurance Company, Limited	10,000	\$15	£5	{ Tls. 100,000 Tls. 48,942 }	Tls. 204,424	Final of 7/6 per share making in all £1.10/- for 1906—Tls. 2.65.....	6%	Tls. 771
<b>Colon I. Bank, Society of Canton, Limited</b>								
Yangtze Insurance Association, Limited	12,000	£100	£60	{ £125,150 \$154,134 \$1,000,000 \$100,000 \$456,407 }	2,516,011	Final of £1/- making \$45 for 1906 and Interim of £1.10/- 1907 .....	51%	\$795
<b>FIRE INSURANCES.</b>								
China Fire Insurance Company, Limited	20,000	\$100	\$20	{ £7,000 \$200,000 \$100,000 }	..	\$6 and bonus \$2 for 1906 .....	84%	\$92 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,313,941 }	\$428,027	1.27/- 1906 .....	84%	\$315
<b>SHIPPING.</b>								
China and Manila Steamship Company, Limited	10,000	£25	£2	{ £7,000 \$200,000 \$100,000 }	..	£1.10/- 1906 .....	..	..
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$1,000,000 }	..	\$4 for year ending 30.6.1907 .....	10%	\$40
Hongkong, Canton & Macao Steamboat Co., Ltd.	40,000	\$15	\$15	{ \$75,000 \$20,000 }	..	£1.25 and half-year making in all \$2.25 for year ending 31.12.07 .....	74%	\$29 sellers
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	£5	£5	{ £70,000 }	..	5/- for 1906 @ ex 7/3 = \$2.24 per share .....	34%	..
do. (Deferred)	6,000	..	..	{ £70,000 }	..	..	..	..
Shanghai Tug and Lighter Company, Limited (Preference)	100,000	Tls. 50	Tls. 50	{ £1,75,000 \$100,000 \$1,875 }	Tls. 14,510	Final of Tls. 14 making Tls. 3 for 1907 .....	74%	..
"Shell" Transport and Trading Company, Limited	1,000,000	£1	£1	{ £1,875 \$85,000 }	..	Second interim of 1/- (Coupon No. 9) for a/c 1907 .....	74%	Tls. 45 sellers
"Star" Ferry Company, Limited	10,000	\$10	\$10	{ \$1,000,000 }	\$137	£1.00 for year ending 30.4.1907 .....	3%	..
Taku Tug and Lighter Company, Limited	1,000	Tls. 50	£50	{ Tls. 98,000 Tls. 419,479 Tls. 63,000 Tls. 81,200 Tls. 30,000 }	..	18.730 Final of Tls. 2 making Tls. 8 for 1906 .....	121%	Tls. 49 sellers
<b>REFINERIES.</b>								
China Sugar Refining Company, Limited	10,000	100	100	{ £450,000 }	..	£8 for year ending 31.12.05 .....	..	..
Luron Sugar Refining Company, Limited	7,000	\$100	\$100	none	..	..	..	\$23
Perak-Sugar Cultivation Company, Limited	7,000	£15	Tls. 50	{ Tls. 100,000 }	..	..	..	120 sales
<b>MINING.</b>								
Chinese Engineering and Mining Company, Ltd.	100,000	£1	£1	{ £15,000 }	..	£11,550 Interim of 1/6 (No. 12) for account 19.8 .....	71%	Tls. 15,55 buyers
Raub Australian Gold Mining Company, Limited	50,000	£1	£10	{ £8,598 }	..	..	..	..
do.	50,000	£1	£1	{ £4,873 }	..	..	..	..
<b>DOCKS, WHARVES &amp; GODOWNS.</b>								
Fenwick (Gen.) & Co., Limited	18,000	\$25	\$25	{ £14,124 }	..	£1.75 for year ending 31.12.06 .....	..	..
Hongkong & Kowloon Wharf and Godown Co., Ltd.	62,000	\$50	..	{ £10,000 £6,866 }	..	..	..	..
Hongkong and Whampoa Dock Company, Ltd.	10,000	\$50	..	{ £100,000 }	..	..	..	..
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	£100	{ Tls. 100,000 }	..	..	..	..
Ward's Wharf Company, Limited	36,000	Tls. 100	£100	{ Tls. 69,127 Tls. 75,000 }	..	..	..	..
<b>LANDS, HOTELS &amp; BUILDINGS.</b>								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ Tls. 25,000 }	..	..	..	..
Astor House Hotel Company, Limited (Shanghai)	10,000	\$25	\$25	{ £30,000 }	..	..	..	..
Central Stores, Limited	50,123	£15	£15	{ £1,000,000 }	..	..	..	..
Hongkong Hotel Company, Limited	12,000	\$50	..	{ £1,000,000 }	..	..	..	..
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	..	{ £50,000 }	..	..	..	..
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	{ £12,000 £12,450 }	..	..	..	..
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	..	..	..	..
Shanghai Land Investment Company, Limited	78,000	Tls. 50	£100	{ Tls. 170,000 }	..	..	..	..
West Point Building Company, Limited	2,500	\$70	\$70	none	..	..	..	..
<b>COTTON MILLS.</b>								
Ewe Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ Tls. 150,000 }	..	..	..	..
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	15,000	\$10	\$10	{ Tls. 23,276 }	..	..	..	..
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	..	..	..	..	..
Lau-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	..	..	..	..	..
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	..	..	..	..	..
<b>MISCELLANEOUS.</b>								
Bell's Asbestos Eastern Agency, Limited	8,604	..	..	..	..	..	..	..
China-Borneo Company, Limited	60,000	£12	£12	..	..	..	..	..
China Light and Power Company, Limited	50,000	£10	£10	..	..	..	..	..
Do. Do. special shares	50,000	£10	£10	..	..	..	..	..
China Provident Loan & Mortgage Company, Ltd.	125,000	£10	£10	..	..	..	..	..
Dairy Farm Company, Limited	25,000	£7½	£6	..	..	..	..	..
Green Island Cement Company, Limited	25,000	£10	£10	..	..	..	..	..
Hall & Holtz, Limited	21,000	£10	£10	..	..	..	..	..
Hongkong Electric Company, Limited	60,000	£20	£20	..	..	..	..	..
Hongkong Ice Company, Limited	5,000	£10	£10	..	..	..	..	..
Hongkong Rope Manufacturing Company, Ltd.	50,000	£25	£25	..	..	..	..	..
Maatschappij tot Mijn-, Bosch- en Landbouwzaak plattelat in Langkat, Limited	25,000	£10	£10	..	..	..	..	..
Peak Tramways Company, Limited	25,000	£10	£10	..	..	..	..	..
Peak Tramways Company (new)	50,000	£10	£10	..	..	..	..	..
Philippine Company, Limited	75,000	£10	£10	..	..	..	..	..
Shanghai Gas Company, Limited	24,000	Tls. 50	Tls. 50	..	..	..	..	..
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 100,000 }	..	..	..	..
Shanghai Waterworks Company, Limited	16,350	£20	£20	{ Tls. 24,820 }	..	..	..	..
South China Morning Post, Limited	6,000	£25	£25	{ Tls. 75,000 }	..	..	..	..
Steam Laundry Company, Limited	20,000	£5	£5	..	..	..	..	..
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	{ Tls. 15,205 }	..	..	..	..
Union Waterboat Company, Limited	..	..	..	{ £4,000 }	..	..	..	..
United Advertisers Oriental Agency, Limited	50,000	£10	£10	..	..	..	..	..
Watson, (A. S.) & Co., Limited	90,000	£10	£10	{ \$100,000 }	..	..	..	..
William Powell, Limited	15,000	£10	£10	..	..	..	..	..

\* These shares are entitled to half of the profits.

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INITIATIVES

ACHEE &amp; CO.

ESTABLISHED 1859